

BookletChart™

Campobello Island

NOAA Chart 13396

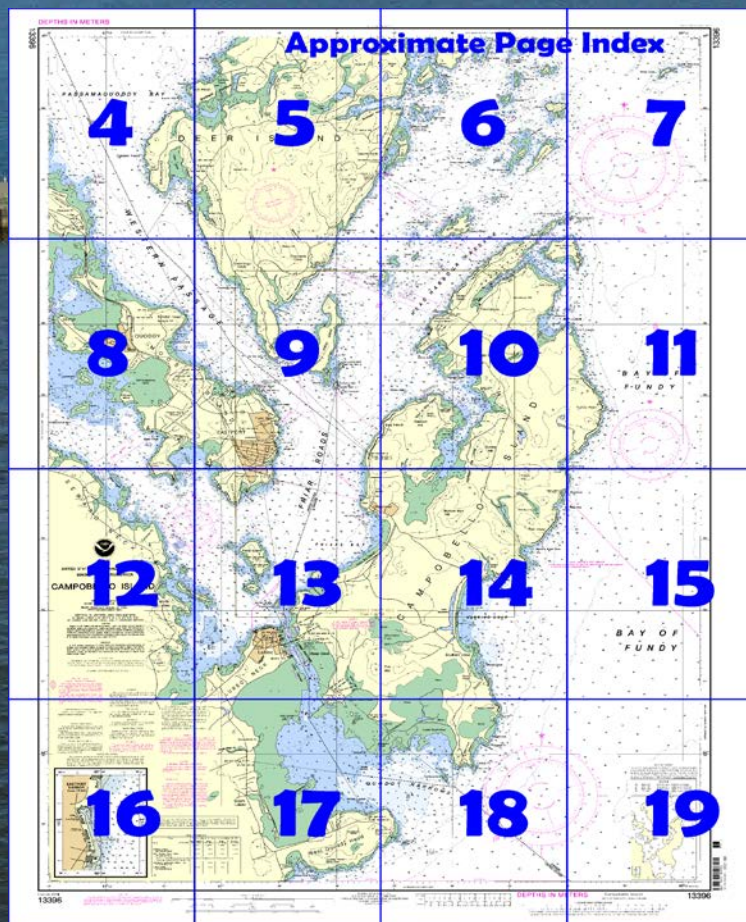


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13396>.



(Selected Excerpts from Coast Pilot)

The approaches to St. Croix River include Quoddy Narrows, Lubec Channel, Friar Roads, Head Harbour Passage, Western Passage, and Passamaquoddy Bay. The principal entrance is around the northern end of Campobello Island through Head Harbour Passage. This passage is deep and generally clear of dangers. The channel through Lubec Narrows is also used, especially at high water. The tidal currents are strong in both passages.

West Quoddy Head, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** (44°48'54"N., 66°57'02"W.), 83 feet above the water, is shown from a 49-foot red and white horizontally

banded tower on the eastern edge of the headland. A sound signal is at the light. The abandoned Coast Guard lookout tower near the summit of the ridge westward of the light is the most conspicuous landmark in the approach to Quoddy Narrows from seaward.

Between West Quoddy Head and Calais, fluorescent red pyramidal markers define straight line segments and turning points of the United States-Canada boundary.

Quoddy Narrows (Quoddy Roads), between West Quoddy Head and Canada's Campobello Island, is the usual anchorage for vessels seeking shelter or waiting for a favorable tide to pass through Lubec Narrows. The entrance, between West Quoddy Head and The Boring Stone, is about 0.8 mile wide and has a depth of 28 feet near the middle. Winds from east to south generate rough seas in the entrance.

The anchorage affords shelter from northerly and westerly winds in depths of 12 to 25 feet, but is open to winds from the east and south, and protection from northeast gales is reported poor. The northern and western parts of Quoddy Narrows between West Quoddy Head and Lubec are full of shoals which partly uncover.

Sail Rock and **Little Sail Rock** are two bare rocks on a ledge about 0.2 mile southeastward of West Quoddy Head Light. The ledge extends more than 100 yards east of the two rocks. As swirls form just southward and eastward of Sail Rock during the strength of the tidal current, the rock should be given a good berth. A lighted whistle buoy is about 0.4 mile southeastward of Sail Rock, about in line with the rock and West Quoddy Head Light. A fairway bell buoy, about 0.5 mile north-northeastward of the light, marks the entrance to Quoddy Narrows and the approach to Lubec Channel.

Round Rock, which uncovers, and **The Boring Stone**, 5 feet high and bare, are 500 yards southwest of **Liberty Point**, a bold headland, which is the southern extremity of Campobello Island. Vessels should pass at least 300 yards off the southernmost rock. An islet about 200 yards off Liberty Point is conspicuous, as is **Ragged Point** about 0.4 mile northeastward of it.

Wormell Ledges, which partly uncover, are about 400 yards northward of West Quoddy Head, and are marked at their northern end by a buoy.

Middle Ground, covered 4 feet, is a shoal in the middle of Quoddy Narrows, 0.7 mile north-northwest of West Quoddy Head, and is marked on its southwestern side by a buoy.

Lubec Channel and **Lubec Narrows**, between Quoddy Narrows and Friar Roads, have been improved by dredging. In 2002, the controlling depth was 9 feet (11.7 feet at midchannel). The channel is marked by a light and buoys. Lubec Narrows has strong tidal currents and eddies. It is not advisable to use this passage without local knowledge.

Shoals bare on both sides of Lubec Narrows at low water. A breakwater extends from **Short Point** on the west side of the channel about 300 yards northward of **Mowry Point**, on the southwest side of the narrows. The **Franklin D. Roosevelt Memorial Highway Bridge** crosses the narrows from Lubec to Campobello Island at a point about 400 yards southward of the abandoned lighthouse on **Mulholland Point**. The fixed span has a clearance of 47 feet.

Another breakwater extends from the shore to **Gun Rock** and 75 yards eastward of the rock on the west side of the channel at the north end of the narrows. This breakwater is marked by a white pyramid midway of its length. The breakwater covers at extreme high water. A ledge extending about 150 yards north-northeasterly from Gun Rock has 7 feet over it and is marked on its north end by a buoy.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Nov. 17/12
Corrected through LNM Nov. 6/12

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5 1/2° from the normal variation have been observed off the east coast of Campobello Island.

NOTE B

In the vicinity of Lubec Channel and south of Quoddy Narrows, depths within the magenta limits on the U.S. side of the International Boundary Line are referenced to Lowest Normal Tide.

COBSCOOK BAY TURBINE

Vessels entering and departing Cobscook Bay, Maine should exercise caution in the area of an underwater turbine located in position 44°54'36"N 67°02'45"W. All vessels and persons are advised to avoid anchoring, diving, dredging, dumping, fishing, trawling, laying cable, or conducting salvage operations in this area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

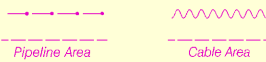
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

TIDE TABLES

U.S. TIDE TABLES should be used in UNITED STATES WATERS and CANADIAN TIDE TABLES in CANADIAN WATERS.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE C

Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

BAY OF FUNDY VESSEL TRAFFIC SERVICES



Traffic Services calling-in point with number; arrow indicates direction of vessel movement.

The international boundary is the outer limit of Canada's Bay of Fundy Vessel Traffic Services zone. Vessels must report on entering or leaving the zone.

For additional information concerning these services see the Canadian publication *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)*, Part 3.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

Mercator Projection

Scale 1:20,000 at Lat. 44°54'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
AT MEAN LOWER LOW WATER IN U.S. WATERS AND
AT LOWEST NORMAL TIDE IN CANADIAN WATERS

DEPTHS

Depths in U.S. waters are referred to Mean Lower Low Water Datum; depths in Canadian waters are referred to Lowest Normal Tide. The difference in datums means that depths in Canadian waters will appear shallower by approximately 1 meter than in U.S. waters. Refer to the tides and Current Tables of the appropriate country when crossing the International Boundary Line. Also see Note B for depth information concerning Lubec Channel and south of Quoddy Narrows.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" northward and 2.082" eastward to agree with this chart.

HEIGHTS

In U.S. waters, elevations of rocks, lights and landmarks and clearances of bridges and overhead cables are given in meters and refer to Mean High Water, while contour and summit elevations are referenced to Mean Sea Level. In Canadian waters all elevations and clearances are referenced to Higher High Water Large Tides.

AUTHORITIES

Hydrography and topography by the Canadian Hydrographic Service with additional data from the National Ocean Service, Coast Survey, International Boundary Commission, U.S. Geological Survey, Corps of Engineers, U.S. Coast Guard and Canadian Ministry of Transport.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		meters	meters	meters
Eastport, Maine	44°54'N/66°59'W	5.9	5.7	0.1
Welshpool, Campobello Island, N.B.	44°53'N/66°57'W	---	6.5	0.9
Lubec, Maine	44°52'N/66°59'W	5.6	5.4	0.1
West Quoddy Head, Maine	44°49'N/66°59'W	5.0	4.9	0.1

NOTE: The levels for Lubec Channel and Campobello Island are based on the Canadian Datum (Lowest Normal Tide)

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Sep 2012)

DEPTHS IN METERS

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13396



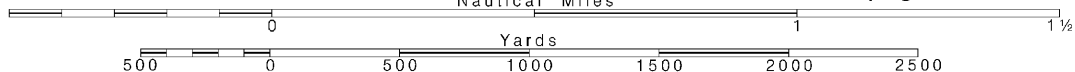
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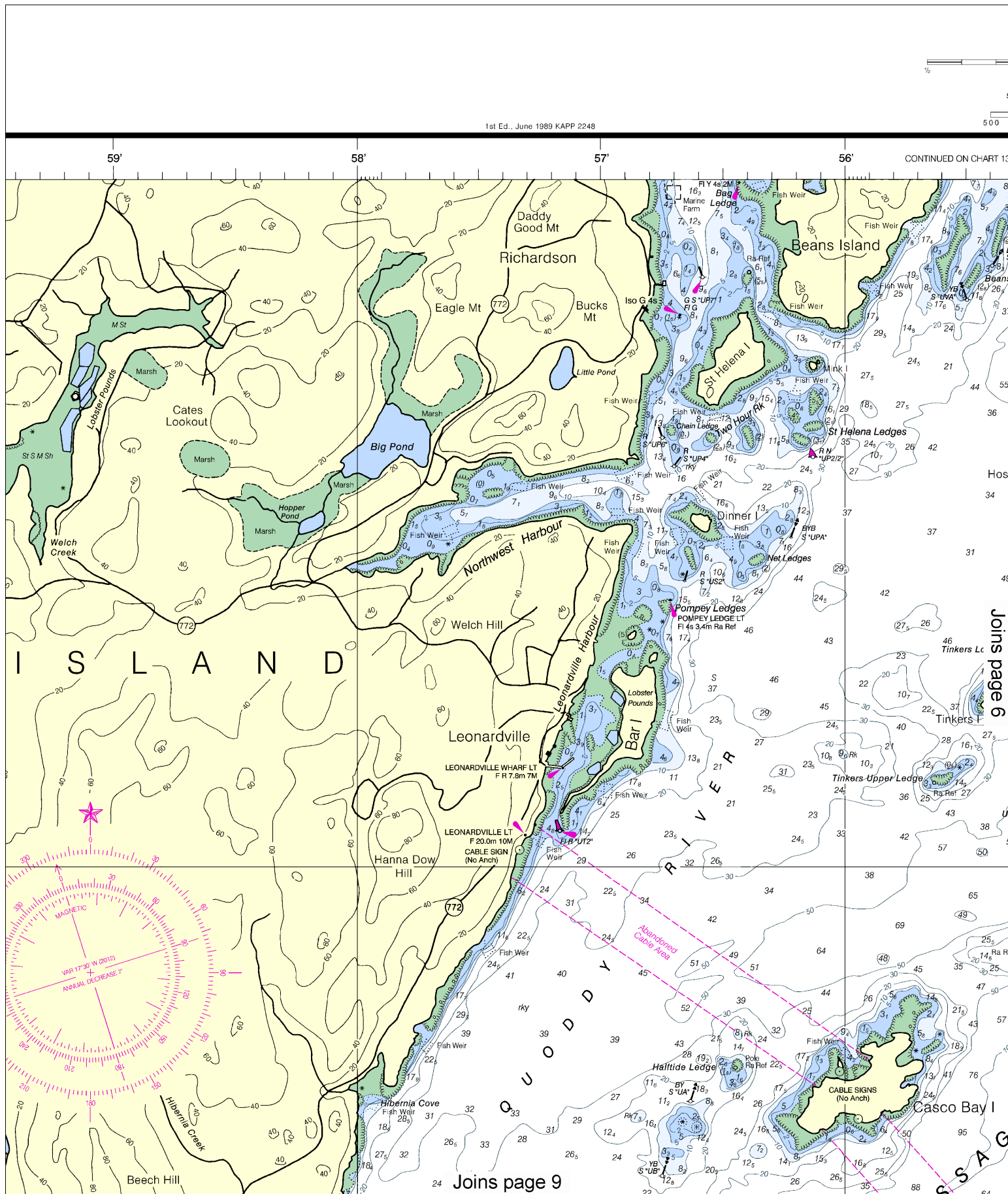
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Printed at reduced scale.

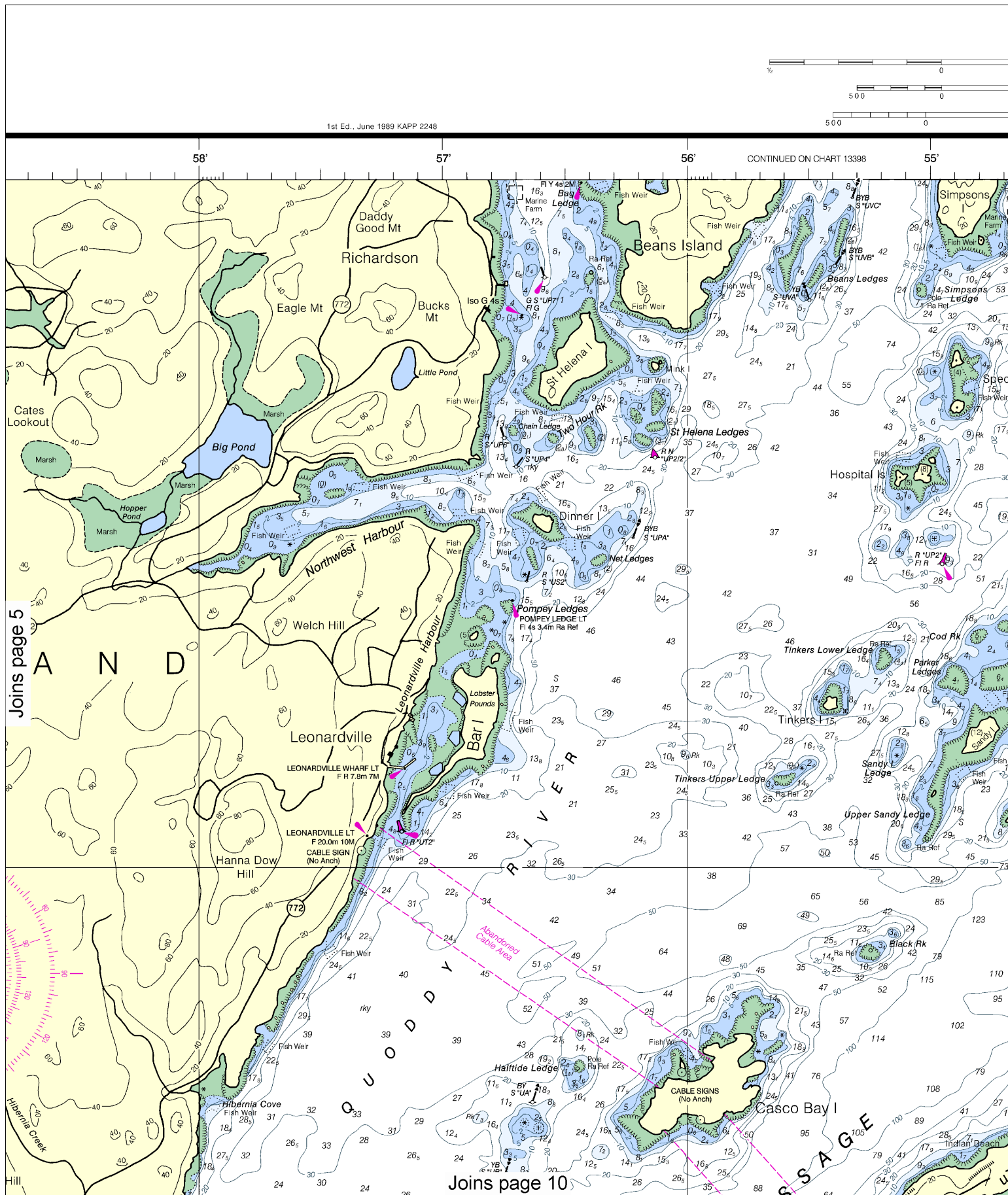
SCALE 1:20,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



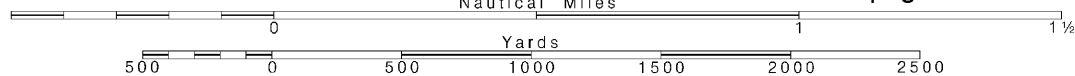
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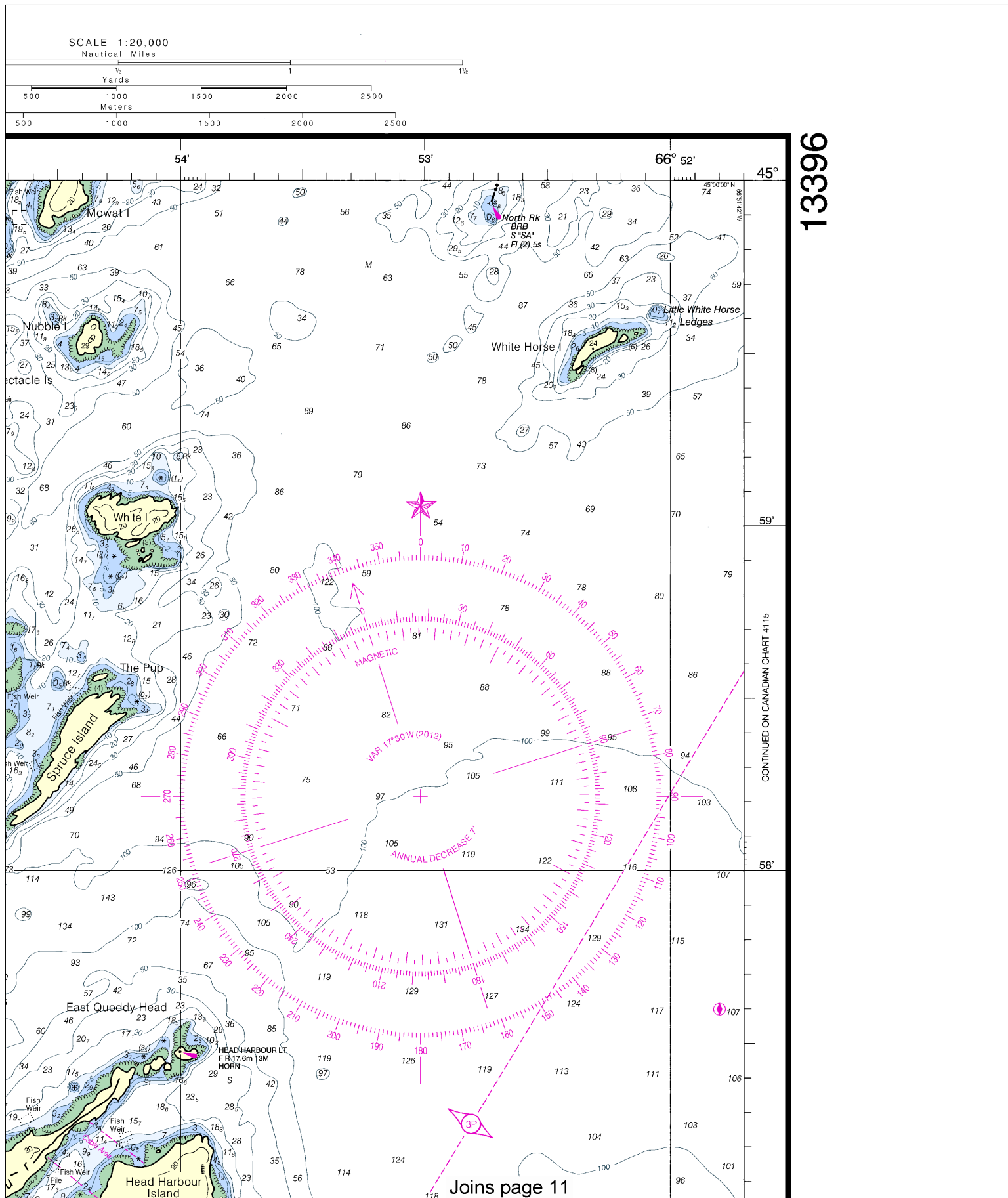
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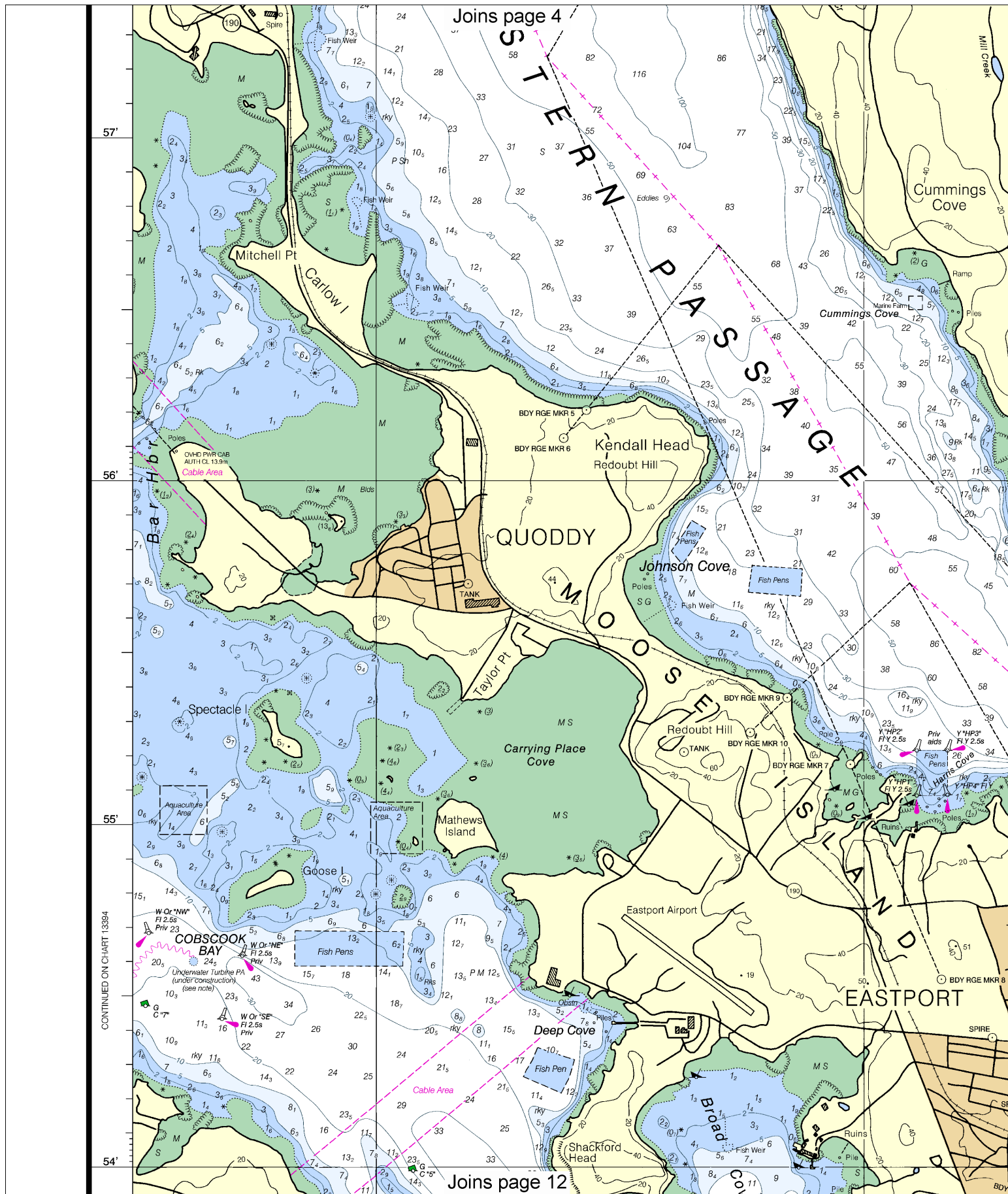
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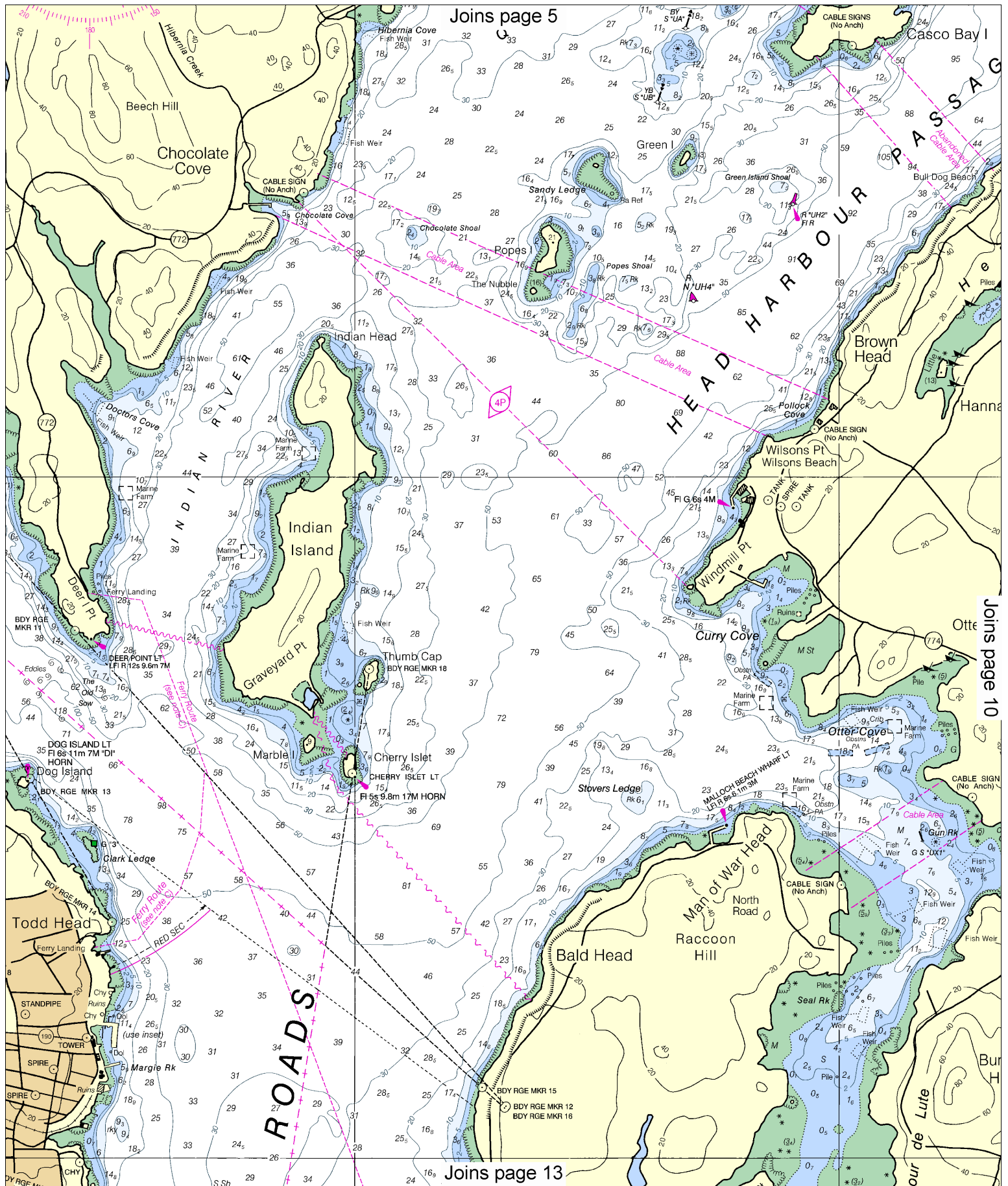
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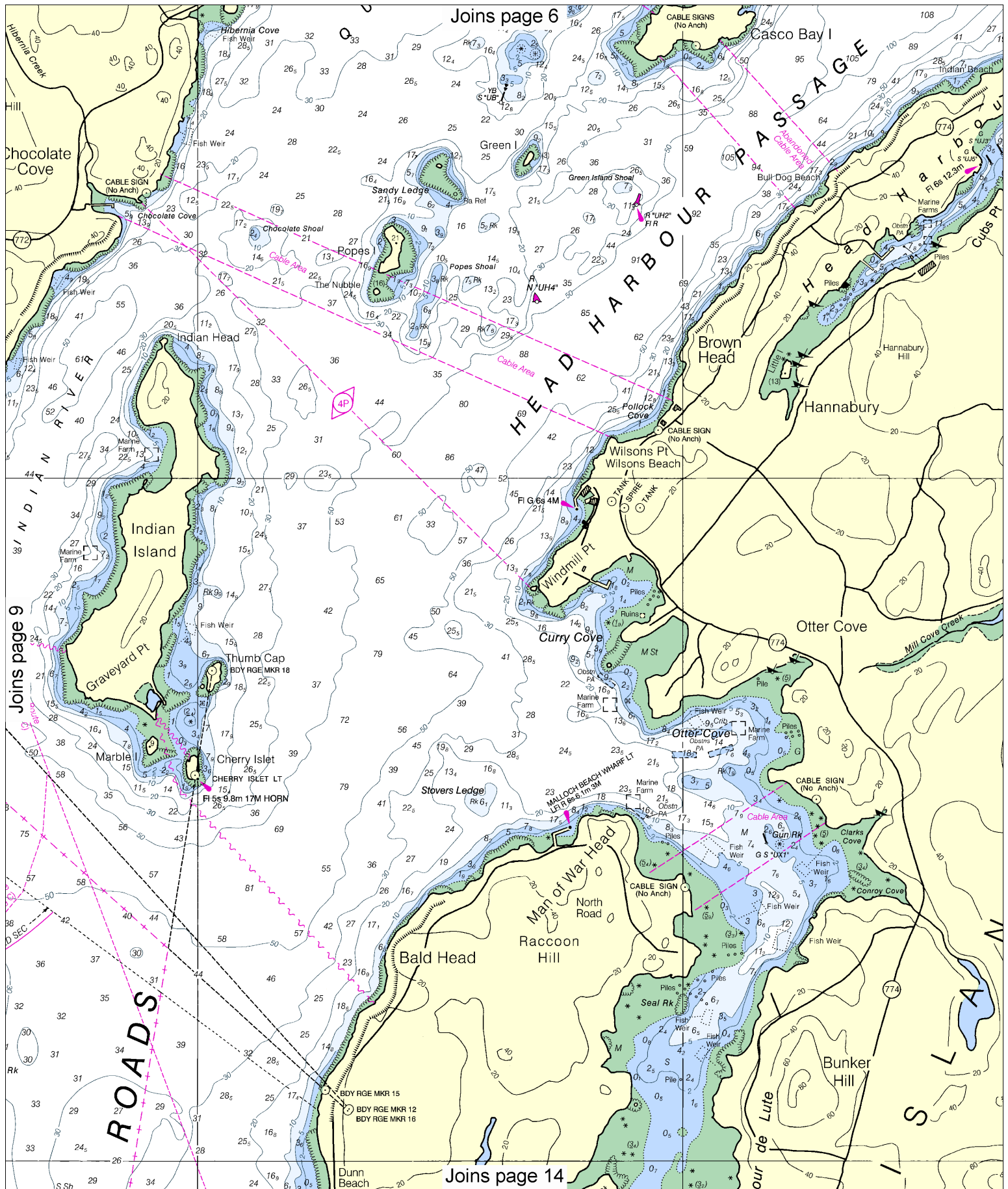




This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.







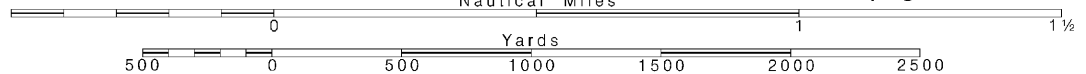
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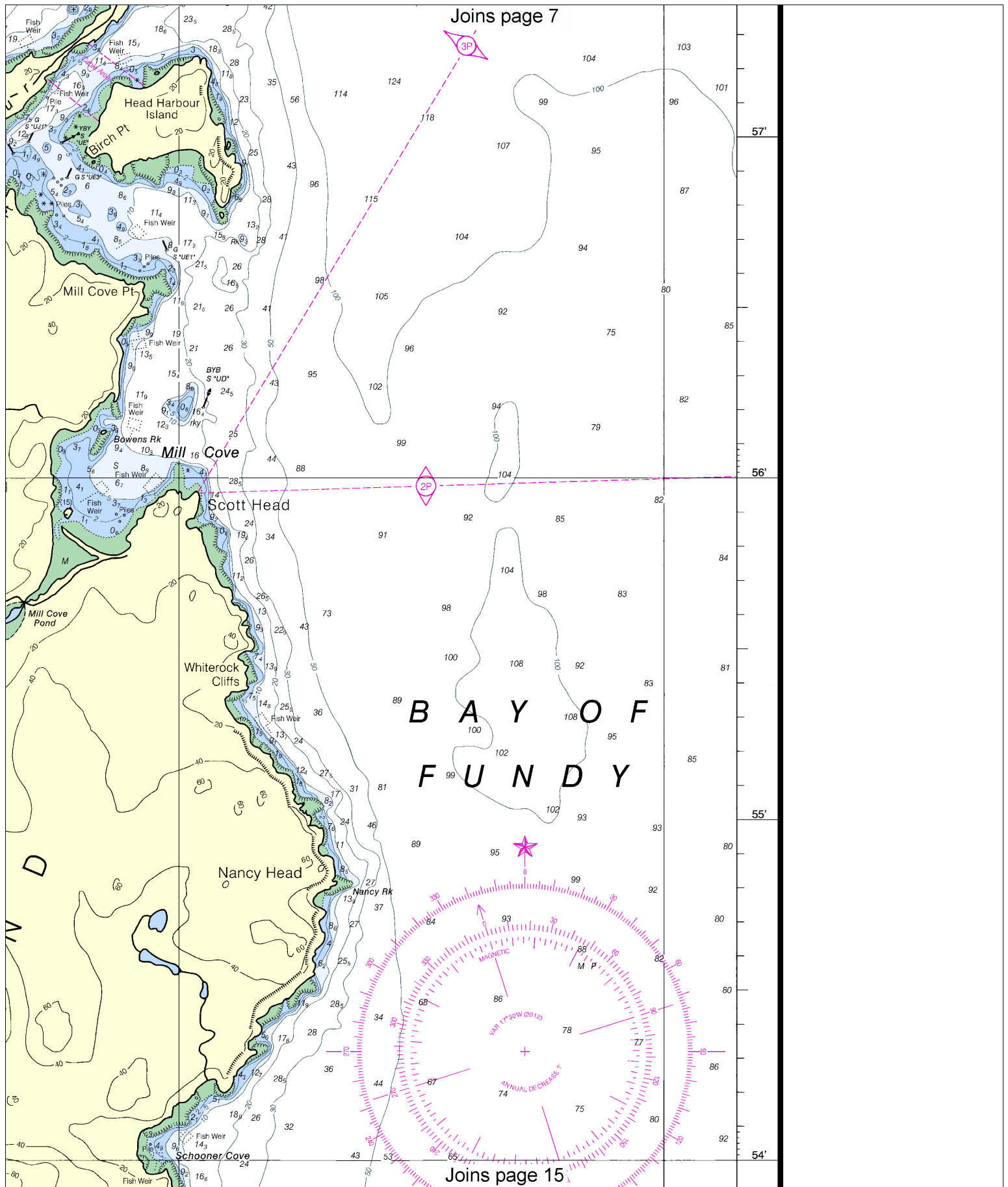
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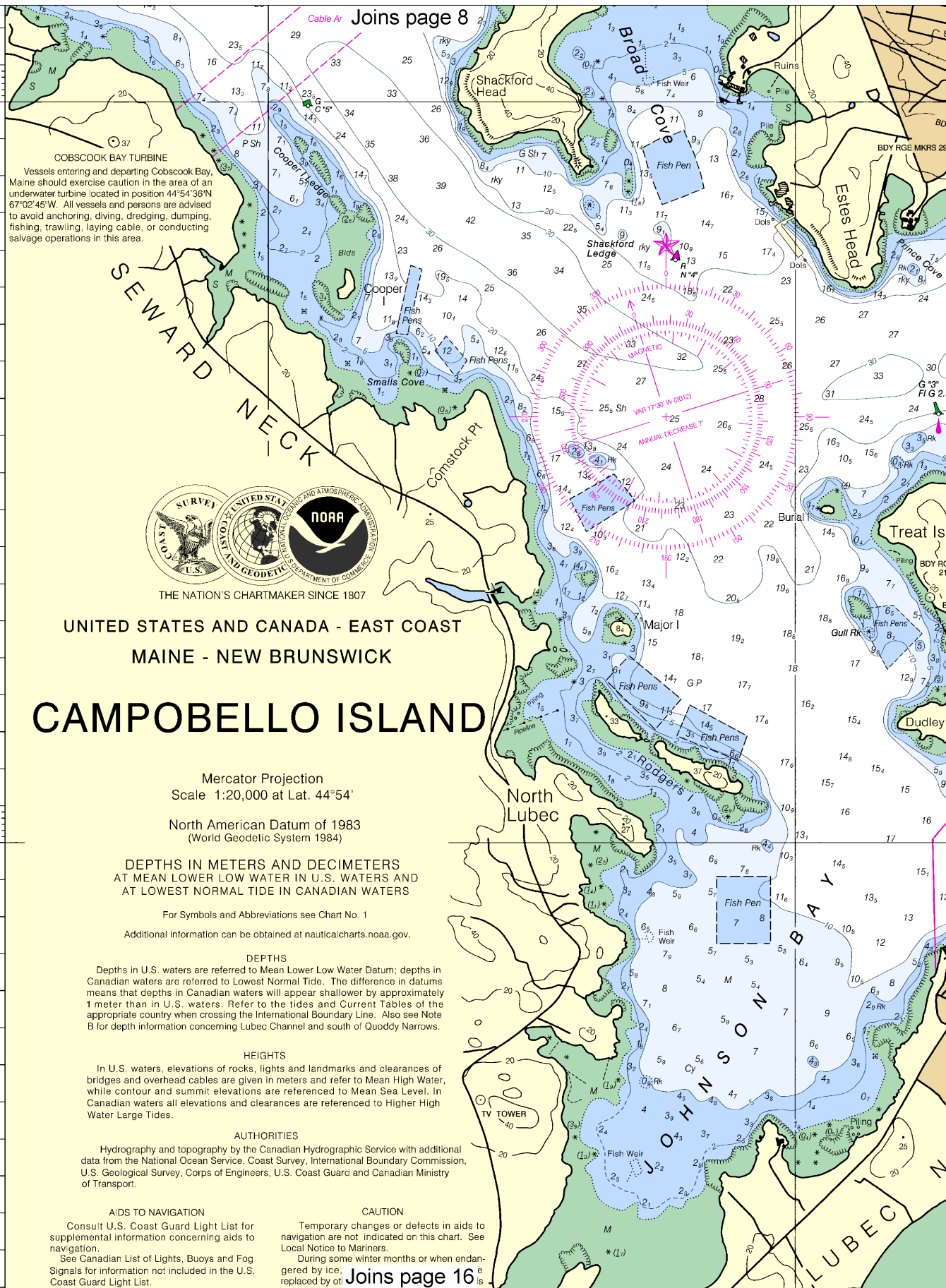
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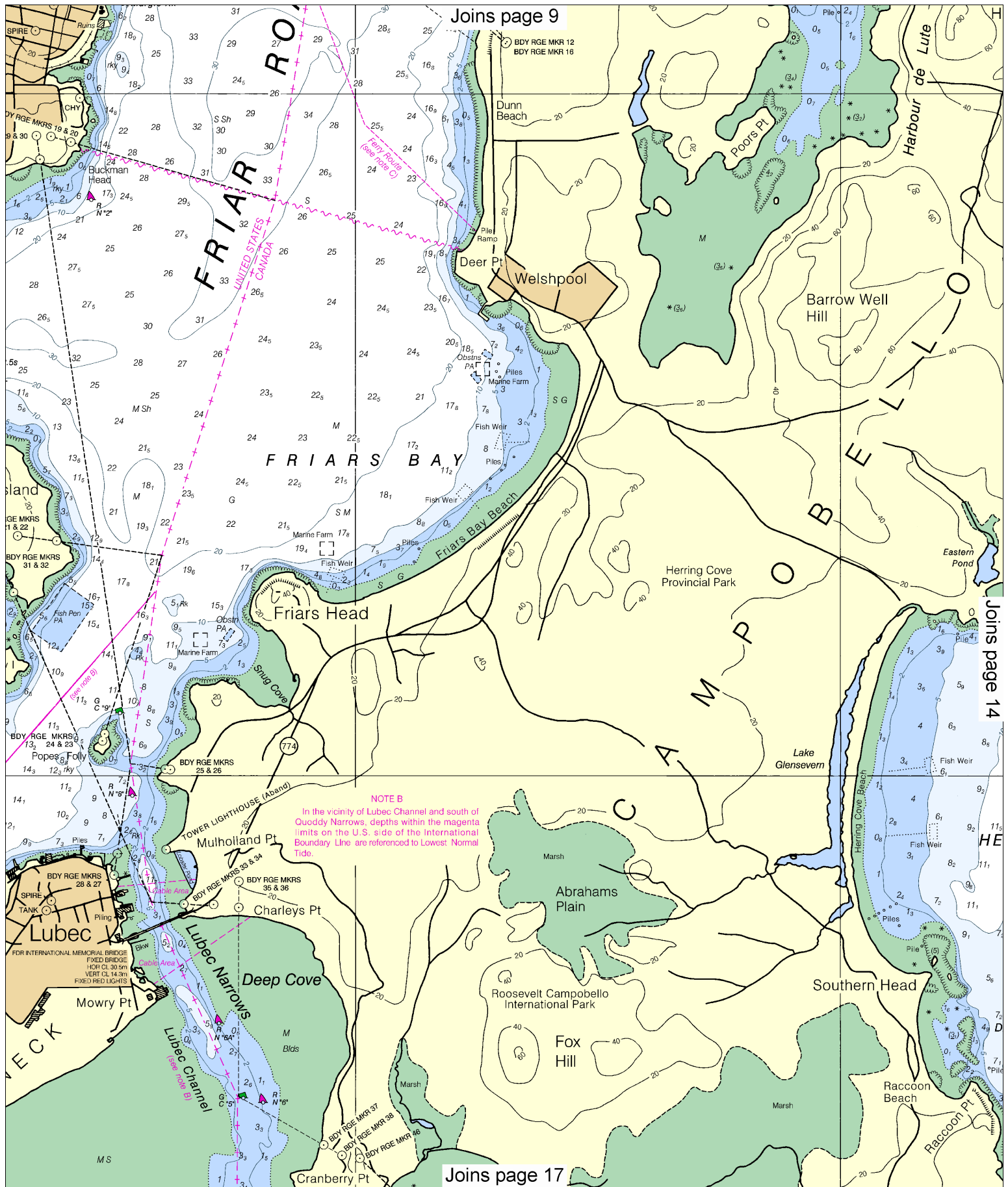
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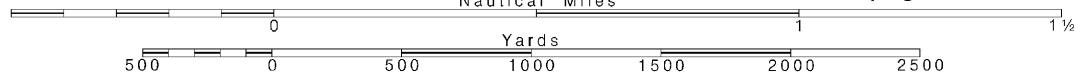
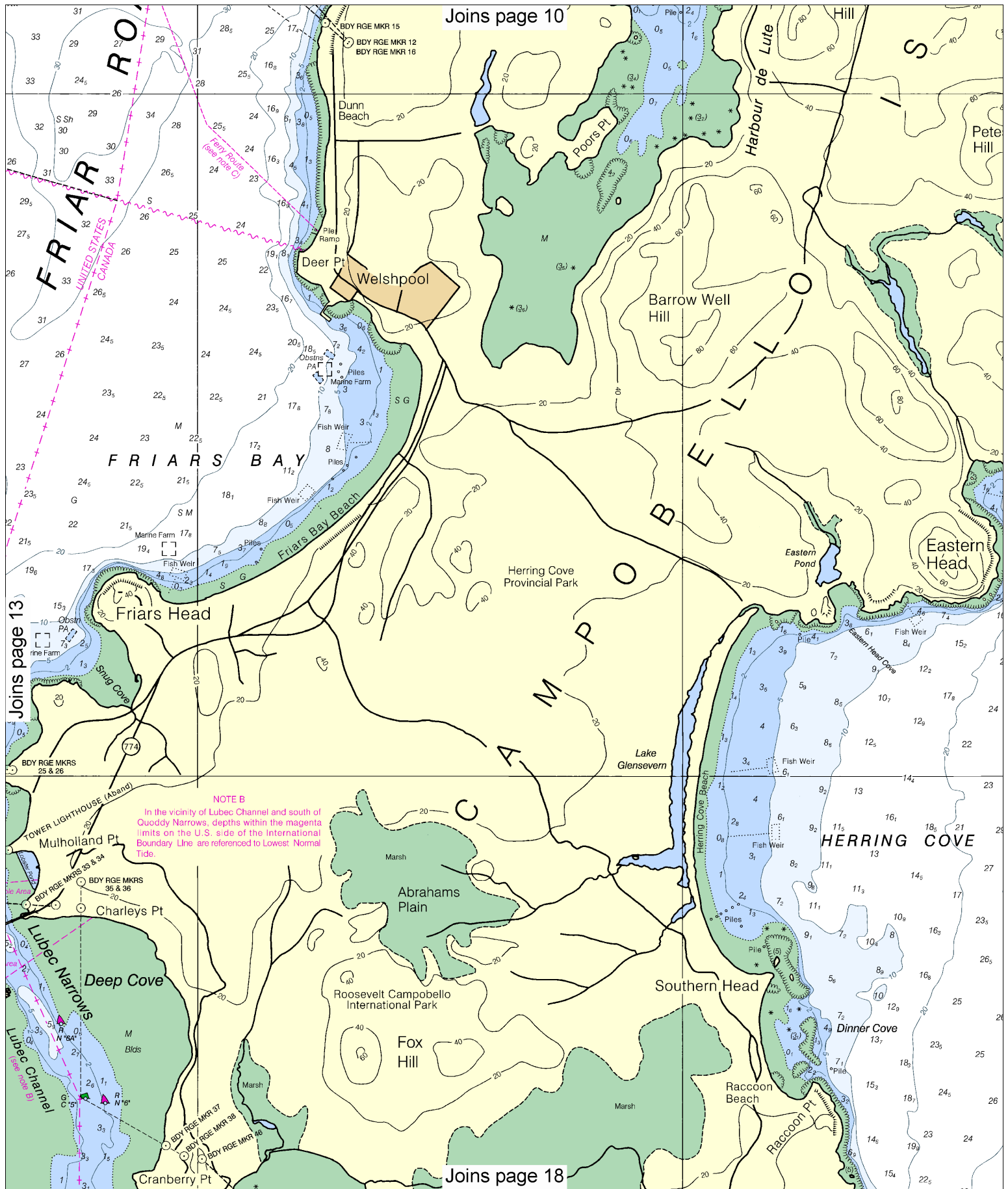


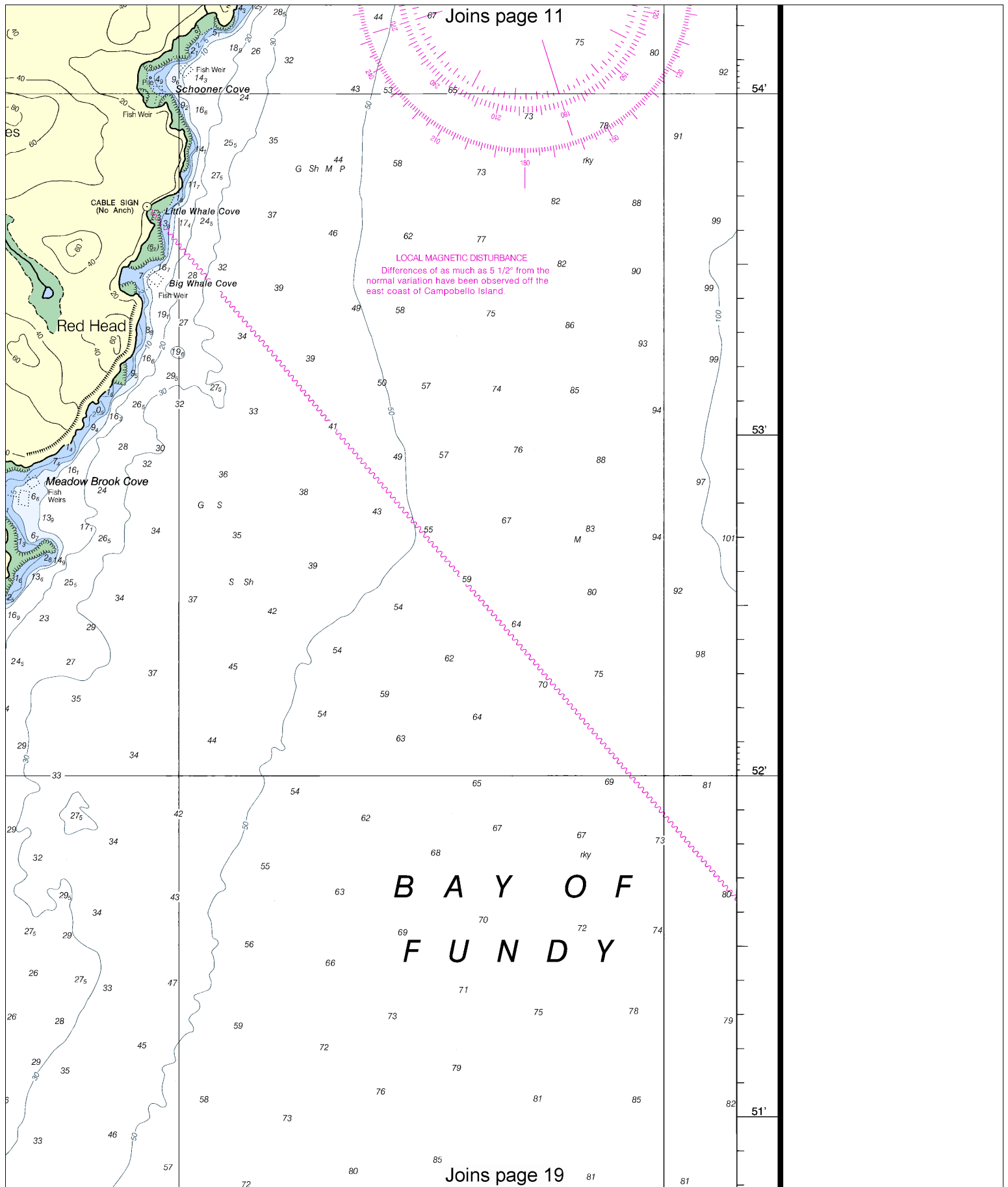
Joins page 9

Joins page 14

Joins page 17

NOTE B
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51'

AIDS TO NAVIGATION

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POLLUTION REPORTS

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 and Canadian Sailing Directions, Nova Scotia (SE Coast) and Bay of Fundy, for important supplemental information.

FISH TRAPS

Numerous uncharted fish traps may exist shoreward of the 10 meter curve.

CAUTION

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WARNING

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— Pipeline Area — Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

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Traffic Services calling-in point with number; arrow indicates direction of vessel movement.
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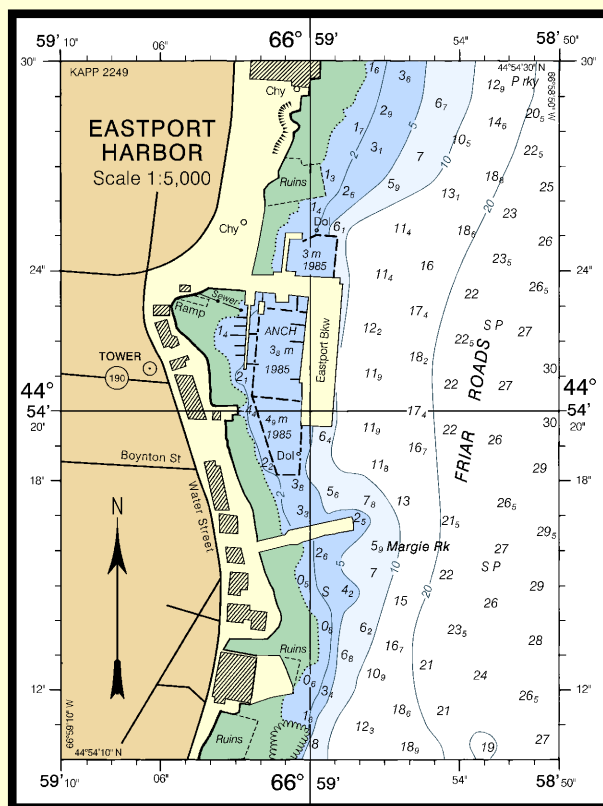
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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.288" northward and 2.082" eastward to agree with this chart.



6th Ed., Nov. / 12 ■ Corrected through NM Nov. 17/12
Corrected through LNM Nov. 6/12

13396

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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NOAA and its partner, OceanGrafix, offer charts and critical corrections. Charts are printed. Editions are available 2-8 weeks before their about Print-on-Demand charts or contact NOAA OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

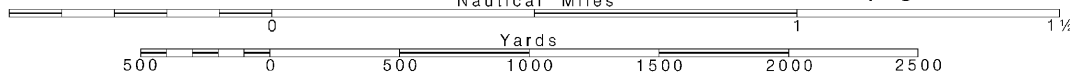
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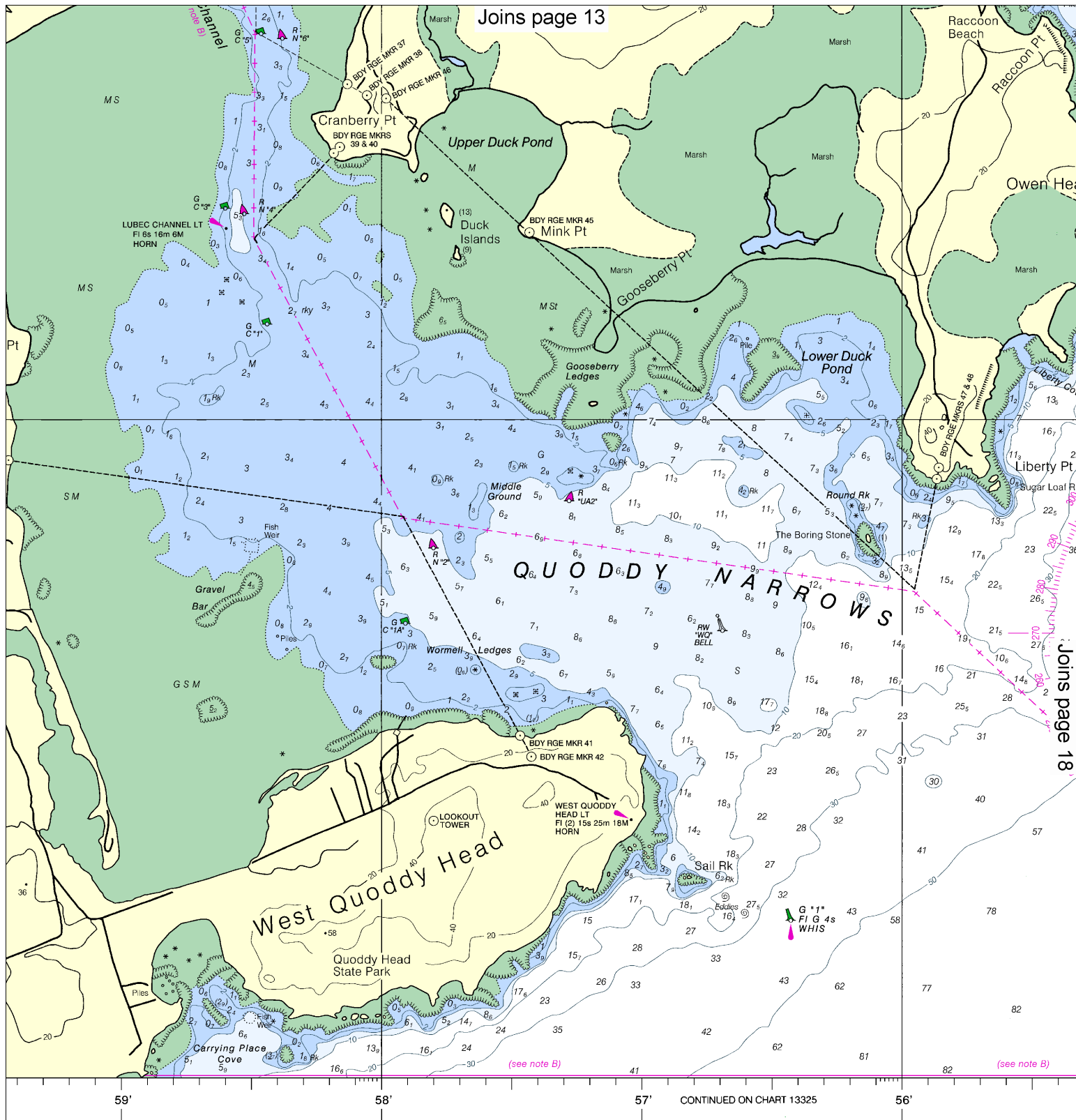
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Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

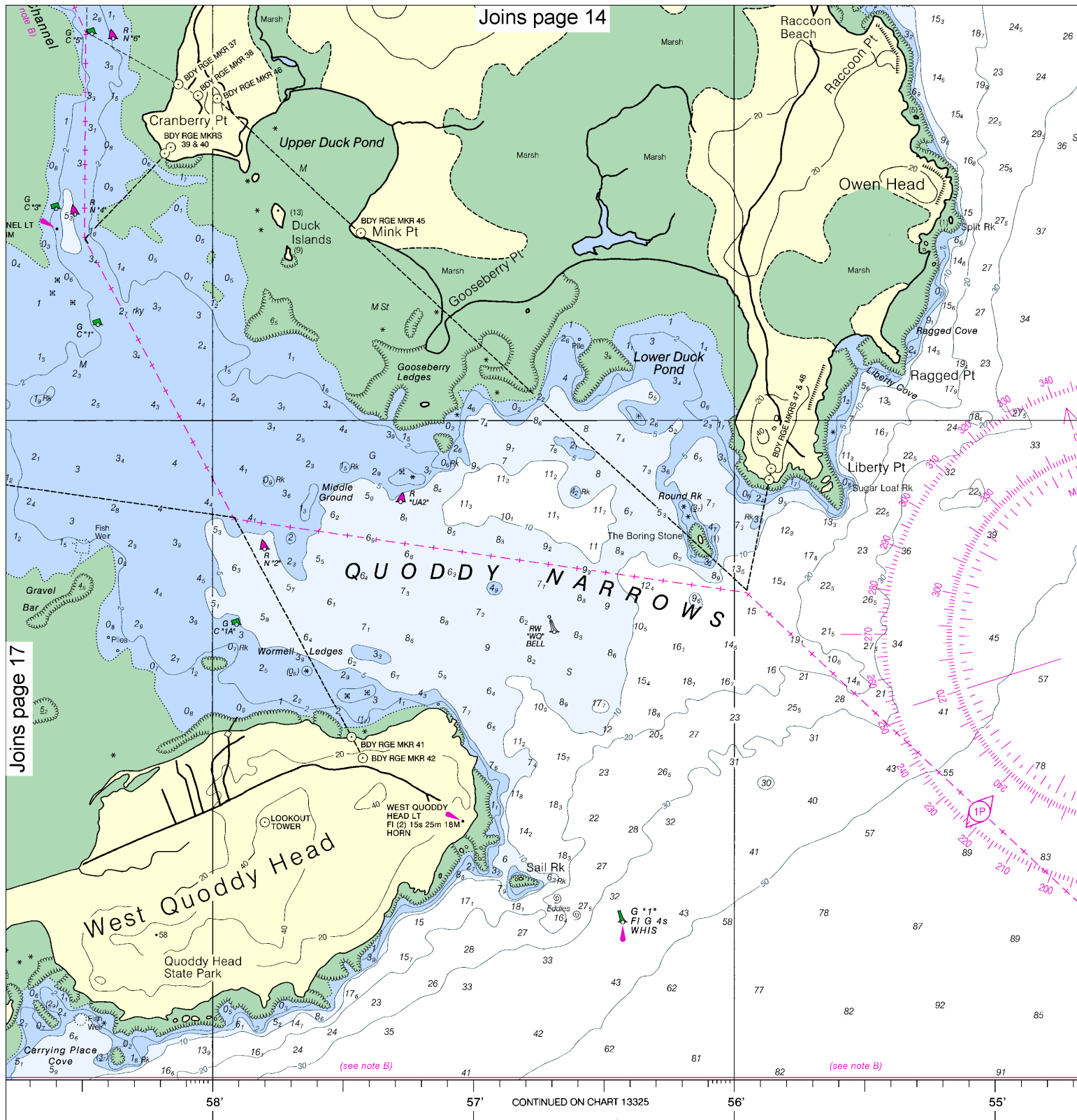




ON-DEMAND CHARTS
 This chart is updated weekly by NOAA for Notices to Mariners
 and when ordered using Print-on-Demand technology. New
 or release as traditional NOAA charts. Ask your chart agent
 NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or
www.oceanrafex.com.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13



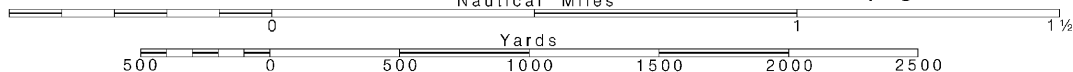
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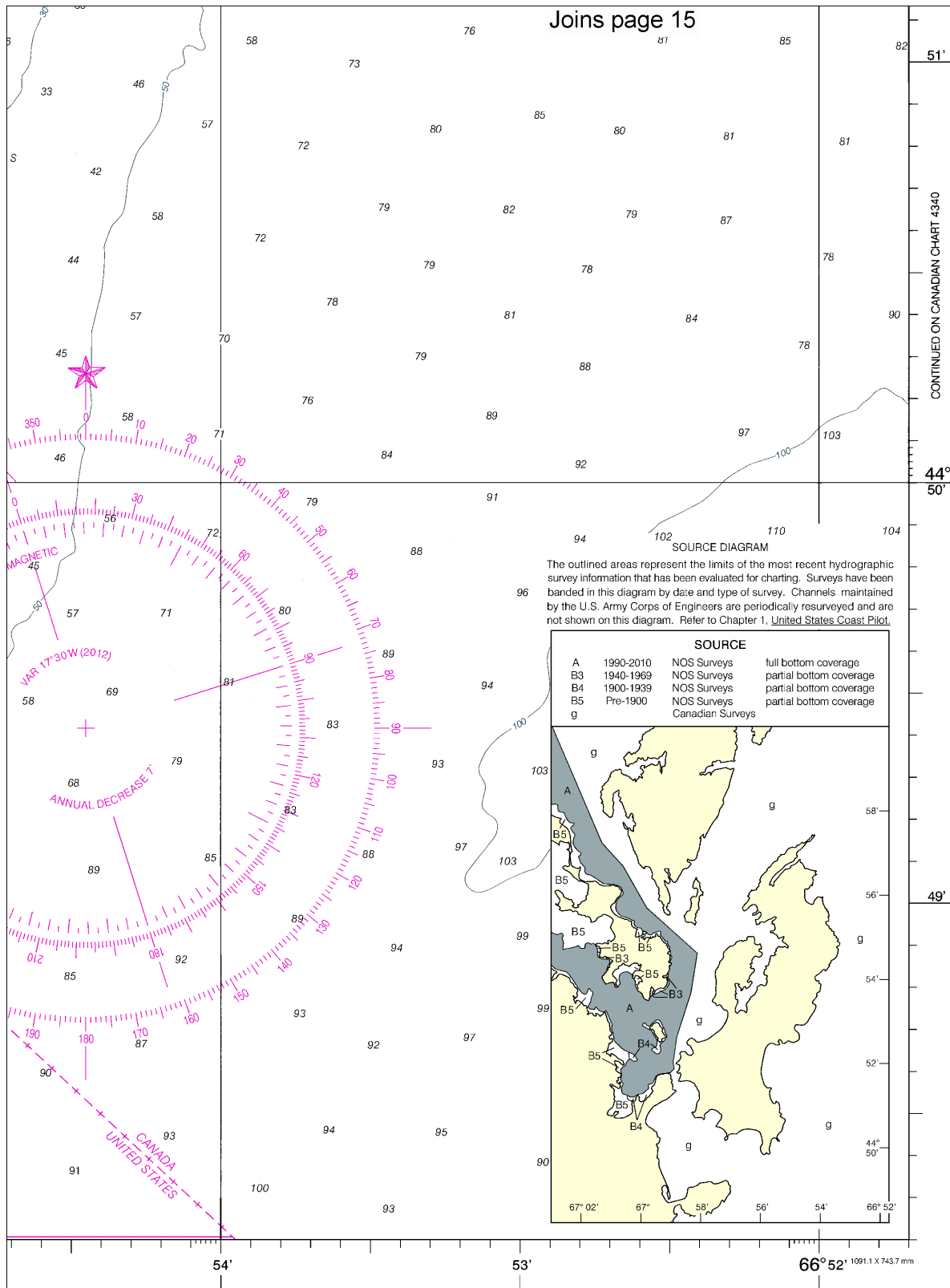
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





CONTINUED ON CANADIAN CHART 4340

ED. NO. 6

NSN 7642014014795

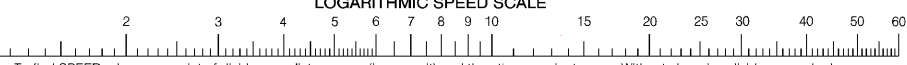
NGA REFERENCE NO. 13ACO13396

DEPTHS IN METERS

Campobello Island
DEPTHS IN METERS - SCALE 1:20,000

13396

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
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Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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